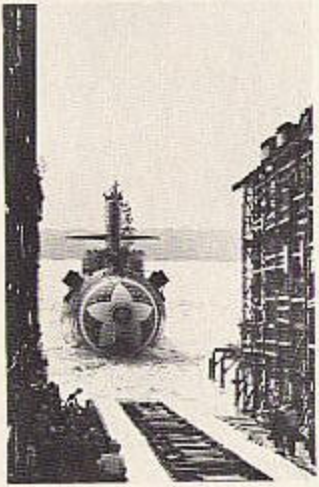
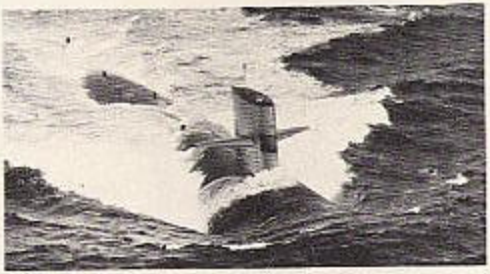

USS SILVERSIDES SSN679

KEEL LAYING

CHRISTENING



DOWN THE WAYS



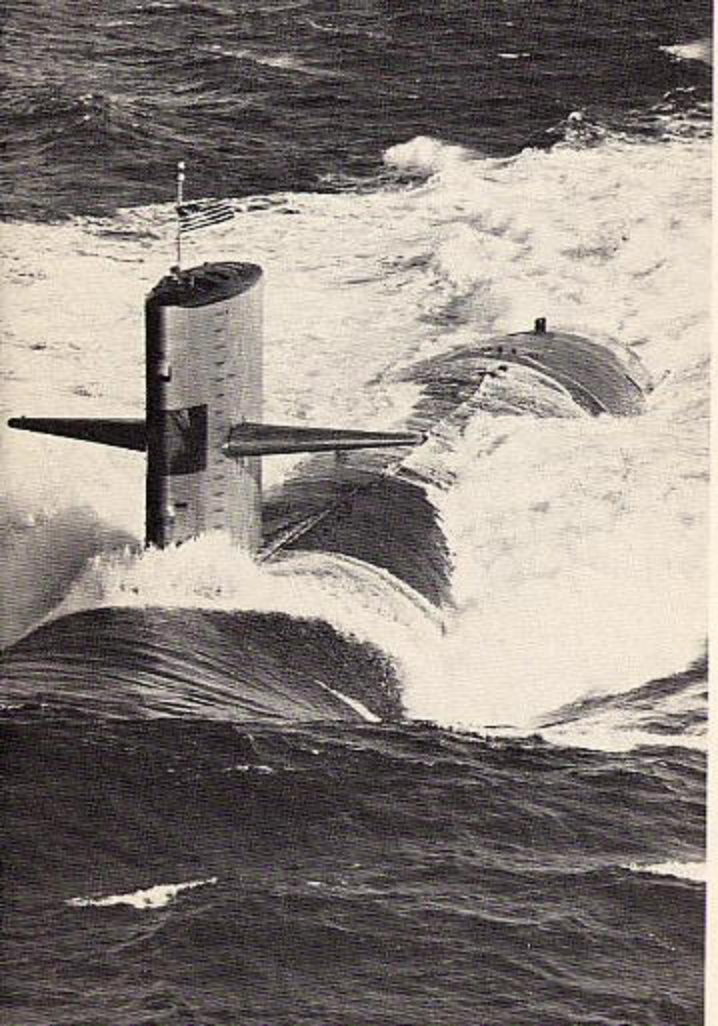
AT SEA

SHIP'S SPONSOR
MRS. JOHN H. CHAFEE

Mrs. Chafee, the former Virginia Coates, is a graduate of Finch College in New York City. She is an active sportswoman who enjoys sailing, skiing, tennis, hiking, riding, and skating. Born in Dublin, New Hampshire, Mrs. Chafee spent her childhood in New York City. The Chafees reside in McLean, Virginia, but maintain a home in East Greenwich, Rhode Island.

USS SILVERSIDES (SS-236)

The present USS SILVERSIDES (SSN679) is the second submarine in the United States Navy to carry the name. The first SILVERSIDES (SS236) was built at Mare Island Naval Shipyard and was commissioned on December 15, 1941. Armed with two deck guns and ten torpedo tubes (six forward and four aft), she plunged into a war-torn Pacific Ocean and performed in a manner almost unparalleled in the annals of Naval history. With Commander Creed Burlingame, and later Commander John S. Coyé, at her helm she engaged in fourteen highly successful war patrols, receiving a Presidential Unit Citation and twelve battle stars for her outstanding performance. She recorded twenty-four Japanese merchantmen, four Japanese warships and one German warship sunk, as well as fifteen Japanese ships damaged, totaling almost a quarter million tons of enemy shipping. During one patrol, SILVERSIDES was the scene of the first appendectomy to be performed aboard a submerged submarine. Following World War II, SILVERSIDES served for many years as a reserve training submarine in Chicago, Illinois. Finally, in 1969, the famous old boat was struck from the Naval Register to make way for her new namesake.



USS SILVERSIDES SSN679

Launched on June 4, 1971 at Electric Boat Division of General Dynamics in Groton, Connecticut, USS SILVERSIDES became the 100th ship to be commissioned in the Navy's nuclear-powered underseas fleet on May 5, 1972. The present SILVERSIDES, a *Sturgeon*-class attack vessel, bears little resemblance, beyond her name, to her diesel ancestor of World War II. With a submerged displacement of 4,900 tons and a capability of operating at speeds in excess of twenty knots and at depths greater than 400 feet, today's SILVERSIDES outclasses her famous namesake in all respects.

From a tactical point of view, SILVERSIDES' capabilities are virtually unlimited. Powered by a pressurized-water nuclear reactor and able to regenerate her own atmosphere, SILVERSIDES can deploy for extended periods underwater, the duration of her operations being limited only by the space available for food stores. Ranking with the quietest of all nuclear submarines, SILVERSIDES is particularly well suited to the performance of her stealthy missions for which she is supported by the most sophisticated sensory systems ever installed in a submarine. Her complex sonar and electronic suites permit detection and classification of a wide spectrum of emissions to provide early warning of enemy activity or to aid in the safe navigation of the ship. SILVERSIDES is equipped with a versatile weapons system designed to support the most advanced weapons in our undersea arsenal.

THE COMMANDING OFFICER

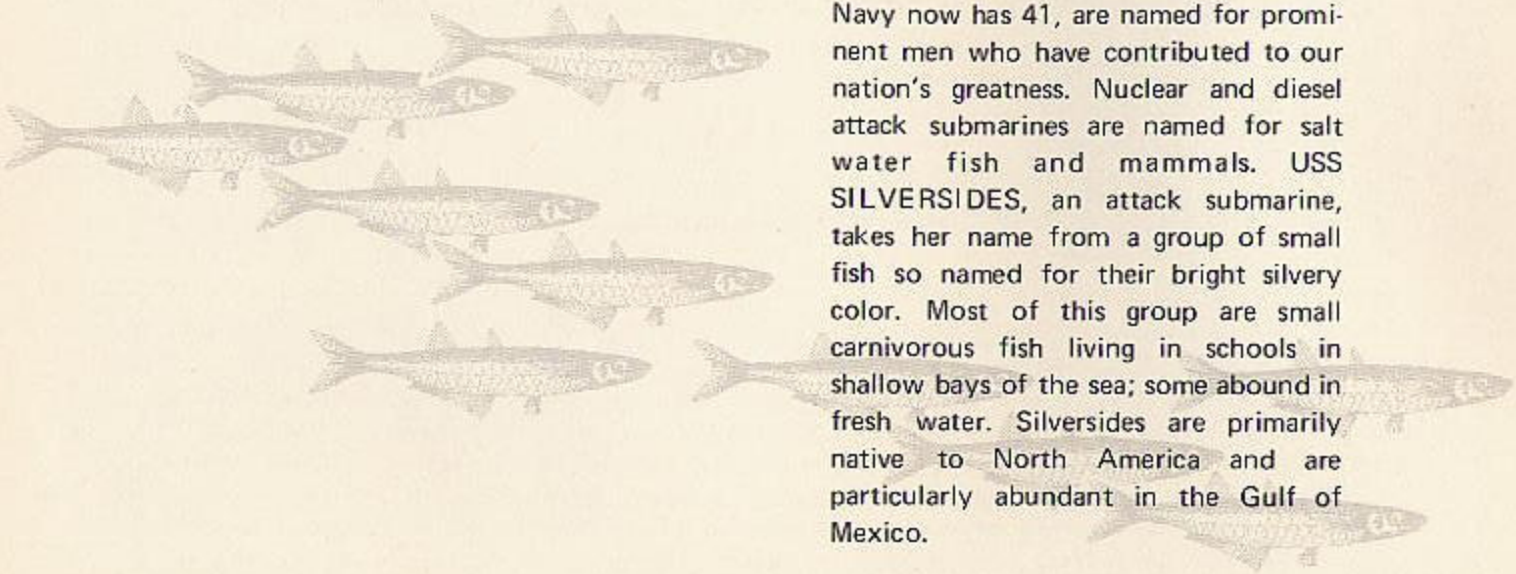
Commander John E. Allen, son of Mr. and Mrs. Arthur E. Allen, Jr. of Hanover, New Hampshire, is a native of Mamaroneck, New York and a 1956 graduate of Dartmouth College. He received his Navy commission through the Naval Reserve Officer Training Corps program and served his first tour of duty on the attack cargo ship USS WASHBURN (AKA108). Following completion of basic training at Submarine School in 1958, he began a submarine career which has included service in the diesel-electric submarine TROUT (SS566), fleet ballistic missile submarines LAFAYETTE (SSBN616) and THOMAS JEFFERSON (SSBN618), and the nuclear attack submarine BERGALL (SSN667). He also served for two years as Engineering Officer on the staff of Commander Submarine Squadron Six. Prior to assuming duty in April 1971 as Prospective Commanding Officer, USS SILVERSIDES (SSN679), he completed advanced training in the office of the Director, Division of Naval Reactors, U.S. Atomic Energy Commission and at the headquarters of Commander Submarine Force, U.S. Atlantic Fleet.

Commander Allen and his wife, the former Jewell Carlson of Irvington, New York, live in Gales Ferry, Connecticut with their three children, Barbara, James and Carolyne.

MISSION OF USS SILVERSIDES

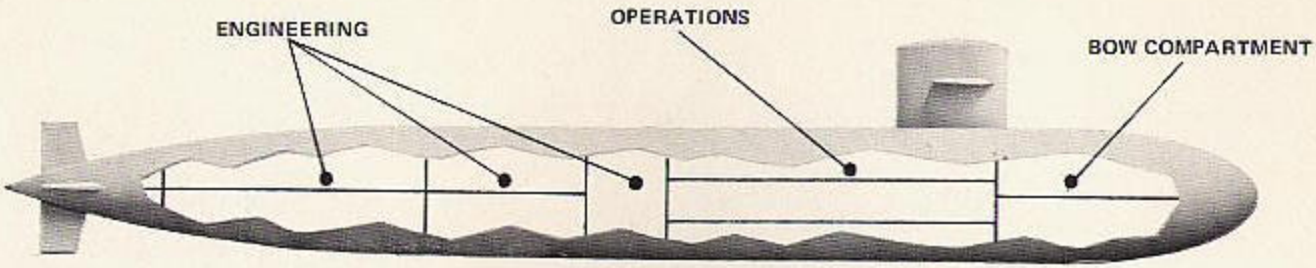
SILVERSIDES is the most advanced ship yet built to the STURGEON (SSN637) class design. Like all the submarines of that class, she has the primary mission of hunting, attacking and destroying hostile nuclear and conventional submarines at great ranges and depths. Her great speed, endurance and elusiveness make her the finest existing vehicle for this assignment. The improved detection and ranging capabilities resulting from her low self-noise level and advanced sonar systems enable SILVERSIDES to use accurately the full potential of our most advanced antisubmarine weapons.

In addition to her primary mission of antisubmarine warfare, SILVERSIDES is fully equipped to perform effectively in several additional missions including destruction of surface shipping, reconnaissance, and integrated operations with friendly surface and air forces.



HOW SUBMARINES ARE NAMED

United States submarines are named according to their primary functions. Ballistic missile submarines, of which the Navy now has 41, are named for prominent men who have contributed to our nation's greatness. Nuclear and diesel attack submarines are named for salt water fish and mammals. USS SILVERSIDES, an attack submarine, takes her name from a group of small fish so named for their bright silvery color. Most of this group are small carnivorous fish living in schools in shallow bays of the sea; some abound in fresh water. Silversides are primarily native to North America and are particularly abundant in the Gulf of Mexico.



COMPARTMENTATION

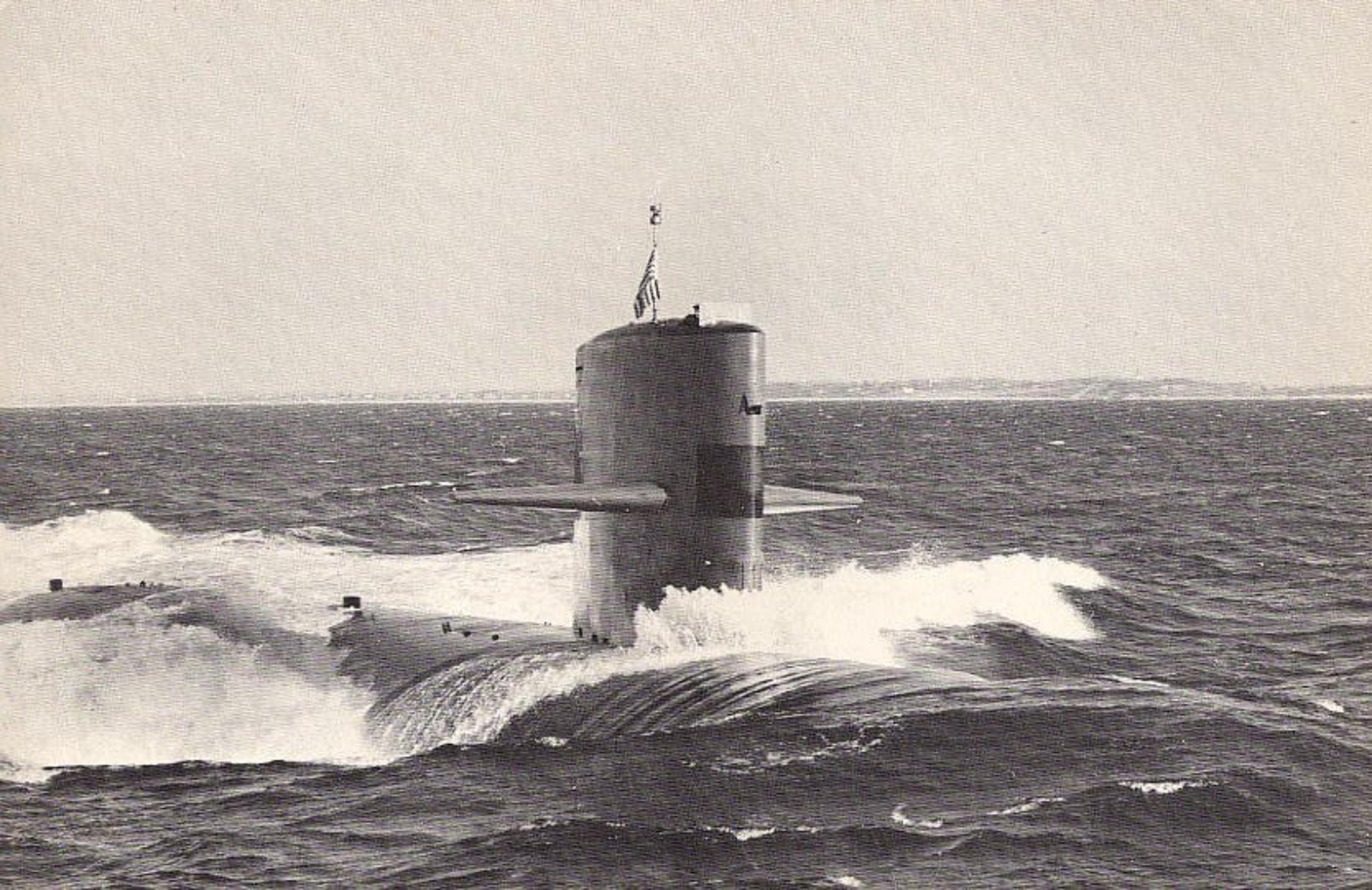
ENGINEERING – These spaces provide room for the pressurized-water type nuclear reactor, the steam turbine-generators which produce electrical power, and the propulsion turbines which drive the ship. The propulsion turbines are accompanied by reduction gears which transmit the power to the shaft, ultimately turning the screw to give motion to the ship. The engineering spaces are filled with complex electrical and fluid systems which support the main and auxiliary components of the propulsion plant.

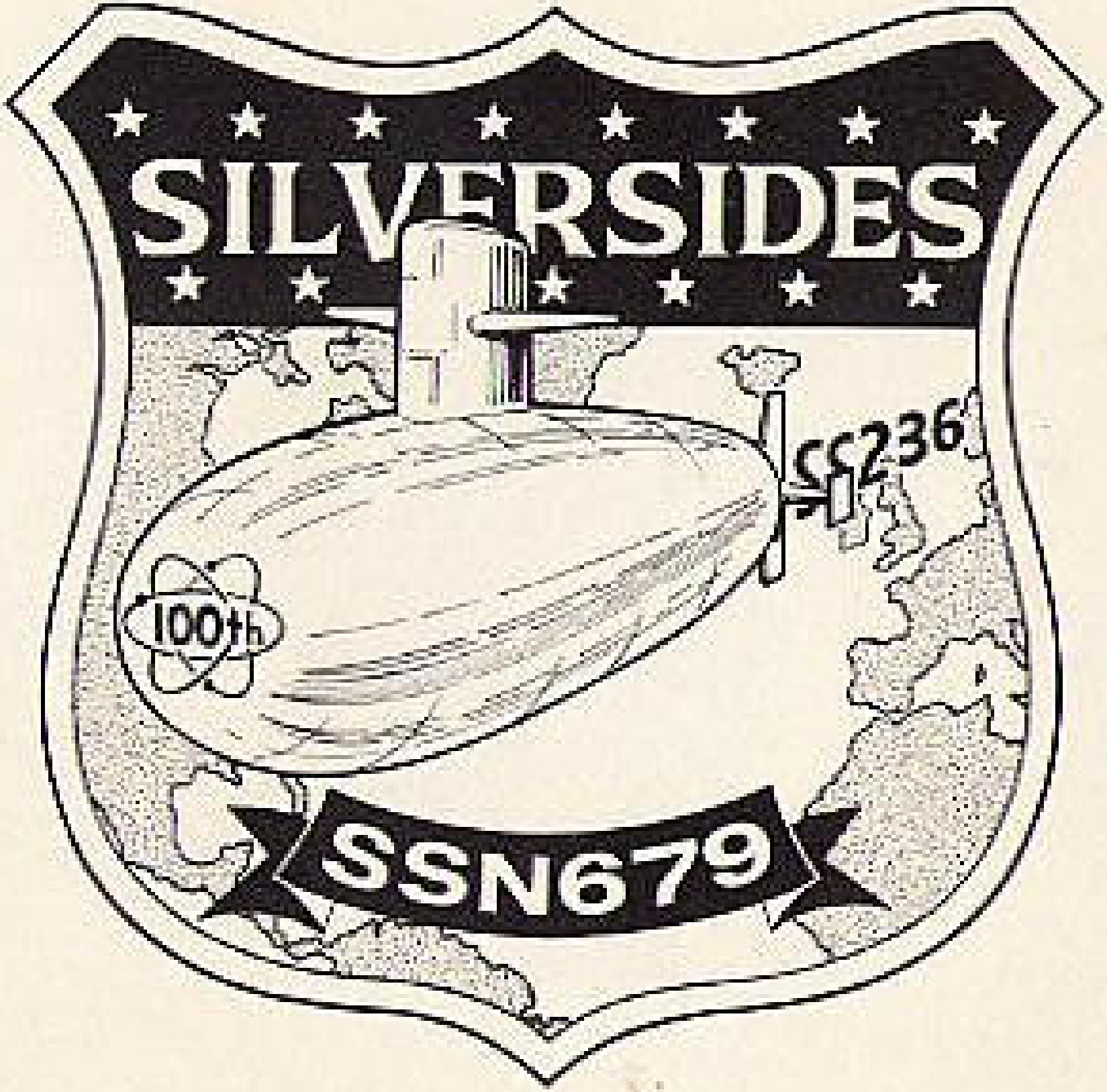
OPERATIONS – This area, between the bow compartment and engineering spaces, provides space for navigational equipments, ship control, and various habitability areas. The radio room, sonar room, officers' staterooms, wardroom, and ship's offices are also located here. The lower level of the operations compartment is primarily occupied by the torpedo room.

BOW COMPARTMENT – This portion of the ship is primarily a habitability space and includes most of the crew's berthing. Quarters for the chief petty officers are found here, and a small machinery space houses the axuiliary diesel generator.

A submarine is more than a place of work for its crew; at sea, it is their home.

Submariners not only have to keep the ship running smoothly, they must also keep their home livable.




SILVERSIDES
SS236
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SSN679